

THE SOUTHERN INTERCHANGE - GATEWAY TO HAMILTON

Final layout improves safety and reduces environmental footprint

The Southern Interchange will become Hamilton's new southern gateway, providing efficient connections in and out of the city for expressway traffic.

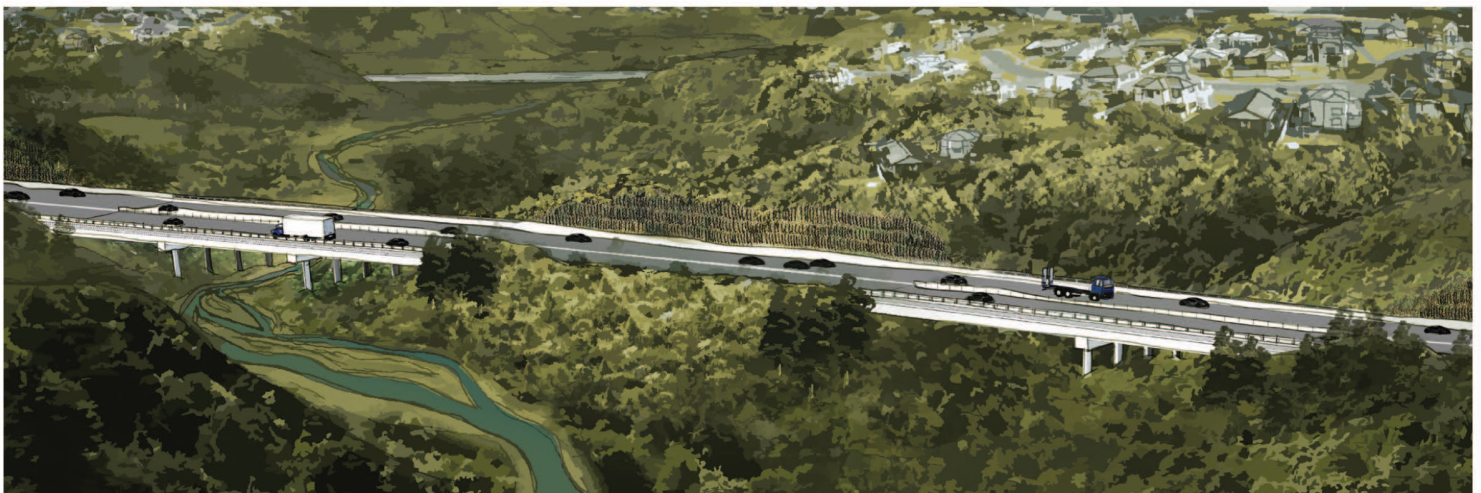
It will connect residents living in Cambridge Road, Cherry Lane and Bollard Road with the city and with the wider Tamahere community.

The interchange will extend from the Mangaone Stream in the north to the Tamahere Interchange in the south. Two bridges will cross the expressway - the East/West Link Bridge and the Cambridge Road Bridge. No changes are planned at the Tamahere Interchange.

The road layout has been improved from the design originally designated in 2004. An Alteration to Designation confirming the final design has been issued by Waikato District Council.



An artist's birds-eye view of the finished interchange.



This sketch shows the bridge crossing the Mangaone and Mangaharakeke Gullies.



Visit our website www.nzta.govt.nz/hamilton



Phone us on 0800 322 044



Email us at info@cityedgealliance.co.nz



Like us on Facebook www.facebook.com/waikatoexpressway



Stay up to date with project news by signing up to the database by visiting:
www.nzta.govt.nz/hamilton

Safety has been improved by:

- simplifying the intersection layout where the East-West Link meets an extended Bollard Road
- providing off-road cycling and walking connections
- providing a mini roundabout at the Cherry Lane intersection.

Noise and visual impacts have been minimised by:

- effective noise mitigation (our modelling shows noise levels reaching all homes will comply with NZTA guidelines through to 2041)
- moving the main expressway lanes further west of Cambridge Road, and gaining space to build earth mounds to reduce noise
- increasing space for landscaping to improve the visual outlook for neighbours.
- The project is also working with Hamilton City Council and Iwi to create a 'gateway' effect for the City through landscaping.

The changes will eliminate 100,000 truck movements on local roads over four years – reducing construction noise and impacts on local roads.

Construction impacts have been minimised by:

- reducing the depth of the expressway in some areas by up to 6m
- reducing total earthworks by roughly 50% overall through reduced reducing the depth and retaining soil on site.

When will construction begin?

Some enabling work will occur in late 2016. Construction of the East-West Link Bridge and the Cambridge Road off-ramp is expected to begin in early 2017.

In 2017, traffic will be moved off the existing highway onto the new, two-lane Cambridge Road offramp to allow construction of the main expressway in the summer of 2017/18.

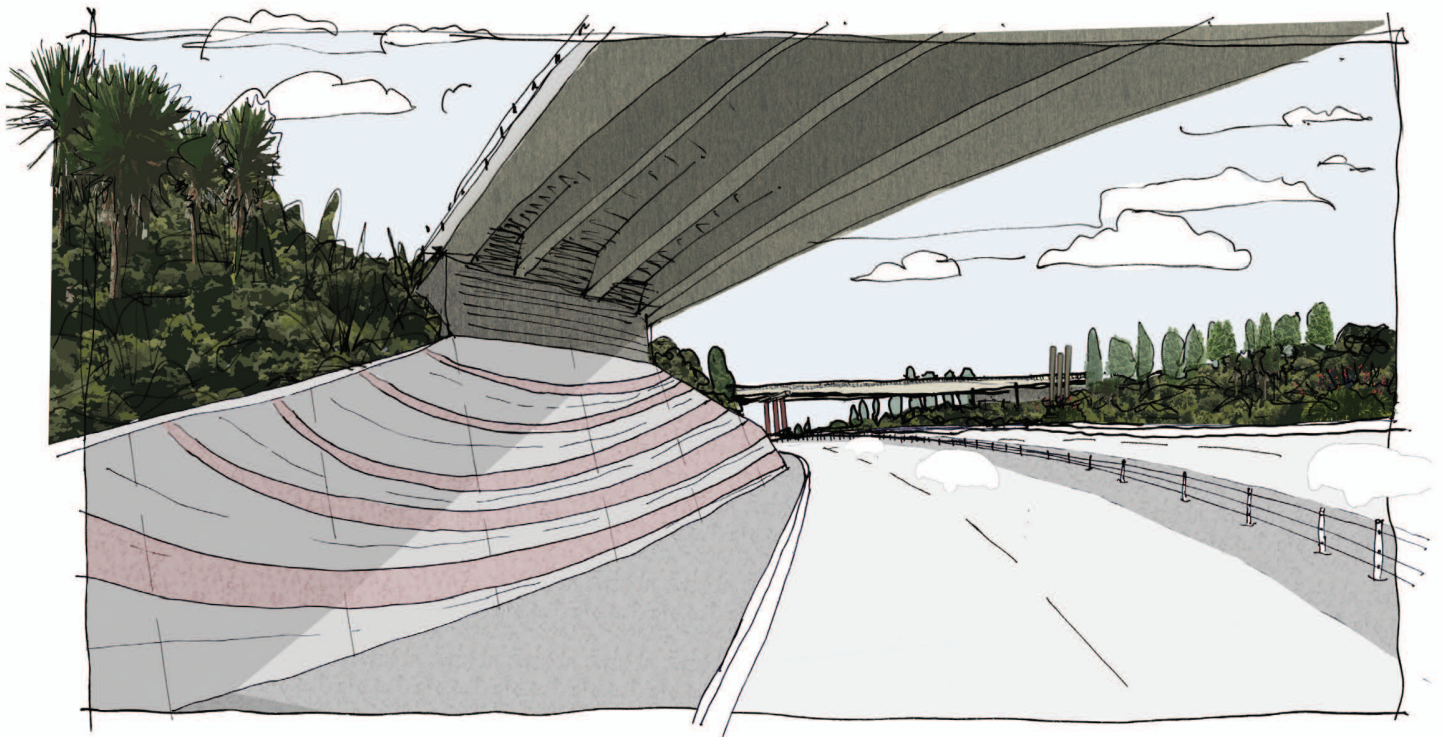
Construction is expected to begin early 2017

How deep with the expressway be?

Where the expressway passes through the southern gullies south of Matangi Road, it will reach a maximum depth of 10m.

The expressway will reach a maximum depth of 10 metres

Then it will progressively rise up to ground level north of the Tamahere Interchange.



Here's the view travelling south travelling under the Cambridge Road Bridge, looking towards the East/West Link Bridge.

